

October 2003
vol. II, no. 10

Inter Marquee

Vintage Foreign Cars in the Upper Midwest

Monthly

AN E-MAIL NEWSLETTER

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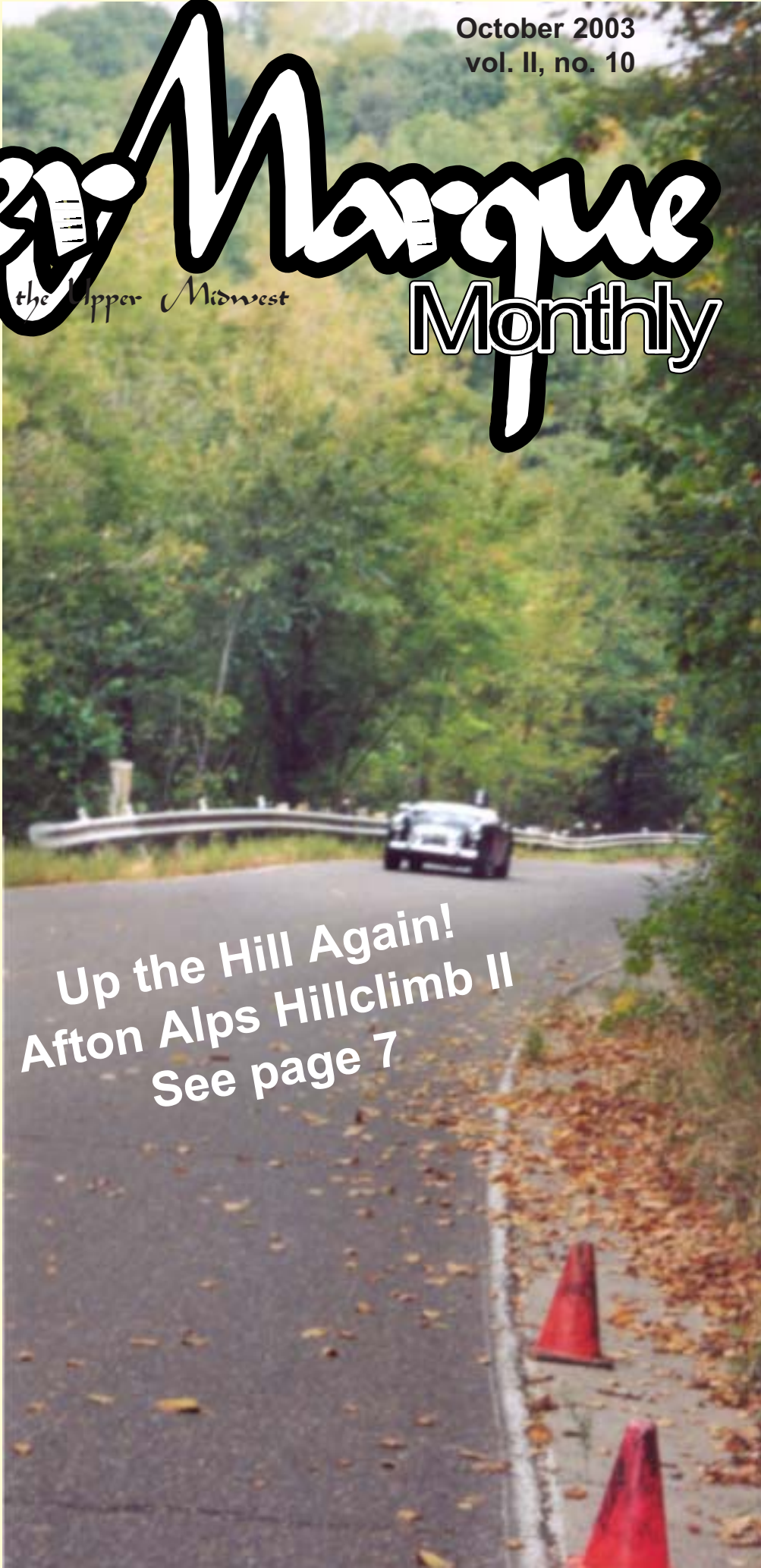
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OCTOBER 2003
VOLUME II, ISSUE 10

PUBLISHER
Vintage Enterprises

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EDITORIAL CONTRIBUTIONS are sincerely invited. Send words and/or photos to the e-mail address above.

Marque Clubs of the Upper Midwest

British Iron Society of
Greater Fargo (701-293-
6882)

**Citroën Car Club of Minne-
sota** (www.citroenmn.com)

Jaguar Club of Minnesota
(www.jaguarminnesota.org/)

Lotus Owners of the North -
LOON (tlp50@earthlink.net)

Mercedes Benz Club of
America, Twin Cities
Section (952-829-0848)

Metropolitans from Minne-
sota (651-653-0352)

**Minnesota Austin-Healey
Club** (www.mnhealey.com)

Minnesota Ferrari Club
(LSand007@mn.rr.com)

Minnesota MG Group
(www.mmgg.org)

Minnesota MG T Register
(www.mnmgr.com)

**Mini-Sota Minis, Pizza
Eating, and Psychiatric
Self-Help Assn**
(www.mini-sota.com)

MINI-sota Motoring Society
(frozenquest@yahoo.com)

Minnesota Morgans
(ljmlshields@msn.com)

Minnesota SAAB Club
(www.mnsaabclub.org)

Minnesota Triumphs (clubs.
hemmings.com/mntriumphs/)

Nordstern Porsche Club (www.
nordstern.org)

North Star BMW Car Club
(www.northstarbmw.org)

The Regulars Twin Cities
Vintage Scooter Club
(www.minnescoota.com)

**Stella del Nord Alfa Romeo
Owners Club** (esolstad@
presenter.com)

Twin Cities VW Club
(www.twincitiesvwclub.com)

Vintage Sports Car Racing
(www.vscr.org)

Volvo Sports America Minne-
sota Chapter (612-789-
0851)

Z Owners Club of Minnesota -
ZOOM (www.zownersofmn.
org)

Clubs listed in bold are members of the InterMarque Council. We would like this to be as complete a listing as possible. Does anybody out there know whether that Morris Minor Club ever get off the ground? Send info/rumors/whatever on clubs not listed to andylindberg@earthlink.net. Thanks in advance. There is no charge for the listing.

Have a comment? Send Letters to the Editor to InterMarque Monthly, 923 St. Clair Ave., St. Paul, MN 55105 or andylindberg@earthlink.net. While mail cannot be answered personally, IMM will publish as many smarty-pants letters and responses as space permits.

Three Shows in Eight Days

A Combined Open Bonnet Report on:

A. Wheels & Wings, September 6, Osceola, WI

B. British Car Festival, September 7, Palos Hills, IL

C. Wheels of Italy, September 13, Minneapolis, MN



When automobile magazines do comparison tests, they usually have some purported rationale for choosing the events or cars which are compared. For example, "We compare the Granada, Seville and Cordoba. Do they uphold the heritage of the Spanish cities for which they were named?" The Monthly has no such pretensions. The three events happened at about the same time and it seemed easier than writing three different Open Bonnet reports. So on with the show.

1. Attendance

BCE ★★★★★★☆☆

W&W ★★★★★★☆☆

WOI ★★★☆☆☆☆☆

Wheels of Italy earns three stars for 25 to 100 cars at a one nationality event; Wheels & Wings gets seven stars for 101 to 500 inter-marque cars at a full inter-marque event; and the Chicagoland British Car Festival receives nine stars for over 500 cars at a one nationality event.

For Wheels and Wings, the twenty-eight Hummers were not counted as inter-marque vehicles. Nor were the Chevy trucks, Studebakers, Ford Galaxies, General Lee lookalikes, and a variety of other American iron.

2. Weather

WOI ★★★★★★

BCE ★★★★★☆

W&W ★★★★★☆

WOI takes the weather category in a squeaker. Both BCE and W&W had sunny skies, but they also had hot temps. The

weather broke, however, during the week before WOI. They managed to skirt the rain and have just an outstanding day for their event.



AC Cobra (not a kit car) Wheels & Wings

3. Mix of Cars

BCE ★★★★★☆

W&W ★★★★★☆

WOI ★★★★★☆

This was a tough category to judge. Each event had its strengths, and weaknesses. Starting at the top of the alphabet, the Chicagoland British Car Festival had a very good mix of island cars. High points included a 1926 Sunbeam (no relation to the Alpine), two Rolls Silver Ghosts (along with two dozen other Rollers), a Lotus Mk 6, and a 1935 Morgan F-2 trike. A low point was the nine Deloreans on exhibit (thankfully only one was tricked out

as a "Back to the Future" vehicle). In addition, about 200 of the 700 vehicles were MGB's. Attendees were forgiven if they only viewed the first hundred or so.

Wheels & Wings also had a nice mix of vehicles from forty-plus MG's (mostly B's) to smaller assortments of Triumphs, Healeys, Morgans, Porsches, Saabs, Volvos, Datsuns, BMWs, Rolls-

Royces, and more. Highlight of the show, however, was the appearance of former Motorbooks owner in a real AC Cobra. It wasn't restored and had the look of a real vehicle that had been out in the real world doing some real driving. Lowpoints were the 28 Hummers that looked like they made a wrong turn in Baghdad and the Cobra replicars that appeared to have been trailered to Osceola.

Wheels of Italy also had a nice assortment of vehicles. It was slanted toward the exotics and the Ferraris, Lamborghinis, and Maseratis showed up in volume. (Do you know the difference between a re-

stored Ferrari and a restored Triumph TR3? The Ferrari was red when it left the factory.) After a while, the 308 and 328 GTS's started to seem ordinary. There was

This category rates events on the number, quality, and price of auto-related goods on sale. It includes cars, parts, and books, new and used. Maybe Countach

6. Cost

- W&W ★★★★★
- WOI ?????
- BCF ★★★☆☆

W&W was free, BCF cost \$20, and the staff of the Monthly doesn't know how much it cost to bring your Vespa to WOI. Our guess would be that it was free but we don't guess.

7. Ambiance

- W&W ★★★★★☆
- WOI ★★★★★☆
- BCF ★★★☆☆

W&W gets almost a perfect score for their trees, grass, and country atmosphere. They lose points only because some of the people at the front gate didn't know what was happening back in the show. Both WOI and BCF were held on the blacktop. WOI gets an additional star for its location next to Lake Calhoun.

8. Other

- BCF ★★★★★★☆☆☆☆
- WOI ★★★★★☆☆☆☆☆
- W&W ★★★★★☆☆☆☆☆

The British Car Festival gets six points for the tech and marque information sessions that went on all day. Videos were also shown on 50's and 60's rallying and racing. WOI gets five points for their enthusiasm and for venturing where no one has gone before. (At least recently around here.) Finally W&W gets four stars for continuing their show. They do, however, have to think about revising their format to keep people coming back every year.



Lotus Mk VI (not a new kit car)
British Car Festival

a nice assortment of Alfas but Fiat attendance was pitiful. Two vehicles stood out: a 1950 Moto Guzzi motorcycle and a black 1967 Ferrari GTC. Both exhibited a classic charm that their more modern counterparts had trouble maintaining.

4. Amenities

- W&W ★★★★★☆
- WOI ★★★☆☆
- BCF ★★☆☆☆

W&W has done this for 23 years so they've gotten their act together. No waiting in line at the satellites and the kids at the hot dog stand were almost fighting each other to take your order. WOI didn't have quite that good a setup but anyplace with Sebastian Joe's ice cream earns a few stars at least. The BCF, on the other hand, had surly food handlers who ran out of victuals early.

5. Vendors

- BCF ★★★★★☆
- W&W ★☆☆☆☆
- WOI ☆☆☆☆☆

owners don't look for trannies in the back of pickup trucks and that's why WOI was so lacking in this area. W&W attendees were also limited in their selection of wallet emptiers. The closeout/damaged books on offer in the tent this year seemed even more oriented towards tractors, trains, pickups, and other such Midwestern favorites.



Ferrari Daytona (not a kit car) Wheels of Italy

INTERMARQUE LETTERS

CAR CLASSES AT ELLINGSON'S

As members of the Minnesota MG Club, we were personally disappointed when the Austin Healeys were not provided with their own class at the Ellingson show and swap meet. It was obvious to us there was an error there, and I'm sure many of the owners of MG's and other marques feel the same way.

We've always enjoyed seeing the Healeys at all of our shows and get together, and we appreciate the efforts of all the Healey club members who have organized quality events and included other marques. I certainly hope Healey Club members will not be offended by the error, and all of them will continue to attend MG Club and other Intermarque sponsored events when they can.

Thanks for the recent Intermarque News Letter, as usual, it's a quality issue.

Best Regards,

BILL AND ELAINE
PEDERSON (AND KRISTIN)

(Editor's response: As one of the Healey drivers at Ellingson's, I was at first upset that we didn't get our own parking place. It then, however, transpired that only three Healeys showed up. This is a pitiful showing and not near enough cars to constitute a class, especially if it is to be judged. I'm upset, too, but it's with the Healey club members who didn't show.)

ANOTHER ROADSIDE INCIDENT

Just to remind you that you aren't the only one plagued by "I though everything was fixed and fixed well before I drove it" old car syndrome. While on the Fox and Hounds tour, my TR3A developed a tapping noise in the valve train. A roadside exam with the valve cover off failed to turn up a cause (even with the assistance of Brent Kiser and other fellow TR drivers who stopped to offer their assistance and sympathies). Being of the Press On Regardless sort of people, my wife and I

finished the tour, though with less power and more noise than when we started.

Off came the valve cover the following day. A spin of the engine quickly revealed a not very responsive exhaust valve. The subsequent tear-down turned up a failed lifter. Unfortunately, when the lifter surface disintegrated, it became a marvelous grinding tool that removed the corresponding lobe from the cam. (Cam failure was Brent's initial guess of a cause, though we could not find confirming evidence at the time.)



Fortunately (!?), the oil filter caught the fine debris and no other damage resulted. The failure of a \$8 part now has the car down for a couple weeks and will cost a few \$100s and lots of my time to put right. It also provides an unwelcome, yet irresistible excuse to uprate the performance a bit. You know, while it's torn apart and one is spending unbudgeted money anyway, one might as well. So in will go a fast-road cam, matched springs and new lifters from Darryl Uprichard at Racestorations.

I'll miss Wheels and Wings this weekend (parts won't arrive until Thursday or Friday), but plan on being on the road again in time for the Afton Hillclimb.

RICH MCGOWEN

(Editor's response: Thanks for the note Rich. Readers should know that Rich's TR3 won awards at the Spring Inter-

Marque Show and at Ellingson's. And he had it back on the road and running at the Hillclimb, unlike your editor's Sprite that is still in the garage.)

BRITISH LEYLAND IN THE USA

From the *Monthly's* historic archives, a letter to *Motor Sport* magazine appearing in its June, 1971 edition

Sir,

I have just finished reading your March, 1971 issue and was somewhat disturbed by Mr. Graham Whitehead's (President, British Leyland Motors Inc. of America) comment that all is well with BLM and the American Scene. As an owner of a 1970 Austin America (1300) and the previous owner of a 1969 Austin America, I feel that all is not well in the States with BLM, either taken by itself or in comparison with other imported makes.

Parts do seem to be readily available, but service is deplorable. This is really unfortunate, as it could all be avoided if BLM would just bother to screen their prospective dealer applicants. A good example of optimum dealer continuity and quality is Volkswagen of America. I won't view my opinion on whether or not the VW is or is not a good automobile, but in service, parts and facilities, they're second to no other import. Dealerships are nearly identical in design, each being well equipped with parts and servicemen to facilitate their installation.

BLM on the other hand seems quite content having its dealers choose their own building designs, its own parts inventory, number of servicemen, etc. For example, who else would give a franchise to a man operating from a one-stall garage with no parts man, no salesman and only one serviceman? I might add this fellow in mind is aspiring to handle the full BLM line. Currently he "only" has Austin, MG, and Jaguar, but soon hopes to add Rover

letters, continued

and Triumph. Does this not seem a little odd for a Dealership with only one serviceman, or shall I say doesn't it seem that he (the dealer) is biting off a little more than he can chew? BLM seems quite content with this operation, however.

Mr. Whitehead's complacency in seeing his Organisation sell 70,000 automobiles last year strikes me as very odd indeed. As a contrast once more, VW of America sells hundreds of thousands of cars per year, and are never satisfied. They (VW) are continually upgrading service and availability in an attempt to make the little car more desirable, a sound move indeed. Don't get me wrong and think I am saying that BLM of America is not upgrading their service; somewhere they must be, but it has failed to reveal itself in our area.

While I am spouting off, may I also comment on Mr. Wadlow Rose's letter of the same issue. The sloppy quality control he speaks of on his Riley is also quite evident in the two samples of BLM workmanship I have owned, that is:

incorrect ignition timing, a myriad of loose nuts and bolts, oil leaks, fluid suspension leaks, faulty fuel pump, a ruptured master cylinder (brakes), rattles, etc., etc.,

I feel it would only be fair to let you know that because of assembly defects and some questionable engineering quite common to BLM cars, British Automobiles as a whole have suffered quite a Blackened Eye. This is unfortunate as one company seems to be ruining the market for the rest of the British makes.

Hopefully, BLM will soon iron out (if they will ever become aware of them) its problems or it too may eventually go the way of our Studebaker.

Keep up the good work, telling it as it is, in a fine magazine.

GENE A. ELLINGSEN.
Minnesota, USA.

(Editor's response: Is (was) Gene Ellingson the person who founded Ellingson's Auto Museum? Did *Motor Sport* edit his letter other than to convert American into English (i.e., organization into organisation)?

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Inter-Marque Informal Car Show, Natter & Noggins

Moves from
Billabong's

TO

Toby's on the Cake

*For the remainder of
this year!!!!*

I-94 and Century
Avenue

east of St. Paul in
Oakdale, Minnesota
55128

651-739-1600

Come enjoy a fine British Pub, a deck overlooking a lake, good food, spirits, people and, of course, a lot of vintage cars.

Afton Alps Hillclimb II

September 13

Hillclimb II featured a slightly different course than numero uno. It was, however, just as challenging and every bit as entertaining. Unfortunately, we are not able to present as detailed a report as for Hillclimb I. It should be noted that our smarty-aleck remark about I's lunch was taken to heart and a new luncheon facility was used. Since we were not there for lunch, we cannot grade it.



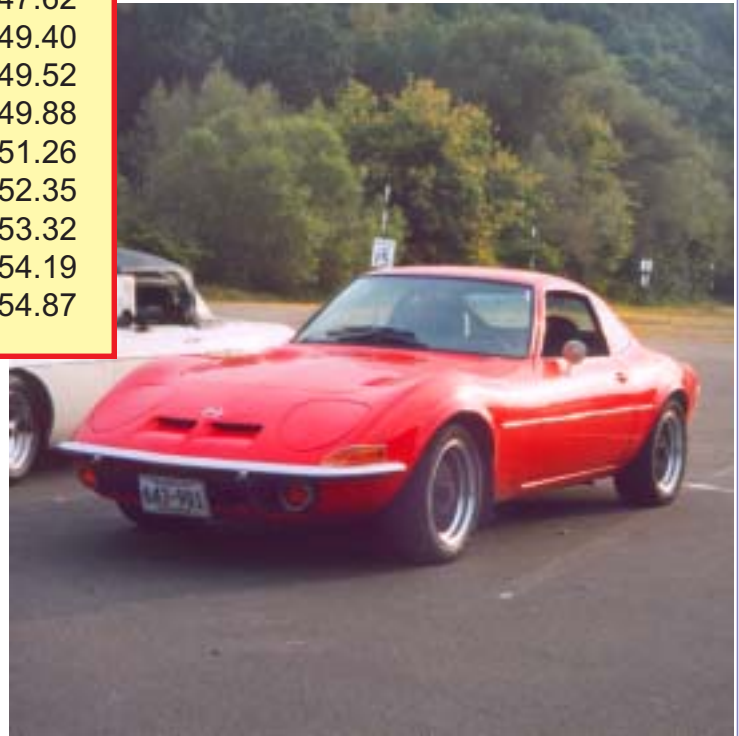
In our photo presentation, we show some of the grunt work that makes an event like this possible. In the top photo, volunteers clean the course beforehand. In the bottom shot, spectators and attendees sign on the bottom line before they can enter. And in the middle pictures, two corner workers, Dave Meek and Aaron Courteau, take a turn on the course. Note: On his fourth run, a suspension



Top 10 Finishers

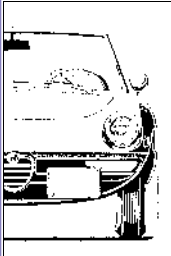
Salah Khuro	2003 Lancer Evo	46.09
Lee Frisvold	1973 Opel GT	47.62
Glenn Ciegler	2003 BMW M3	49.40
Jim Hall	1995 Camaro Z28	49.52
Terry Lovejoy	1995 Camaro Z28	49.88
Christian Banks	2000 Subaru RS	51.26
Dan Powell	1961 Austin-Healey	52.35
Rich Stadther	1963 Elva	53.32
Dave Mason	2002 MINI Cooper S	54.19
James Madson	1978 MGB V6	54.87

One Quick Opel

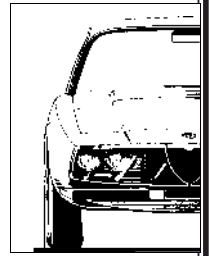


component failed on Aaron's Lotus. He was able to drive to the top of the hill but had to be towed home from there.

Cars made a total of 151 runs up the hill. Only one driver was blackflagged and that was for cones on the upper part of the course. Although no guarantees can be made at this time, it appears there will be another hillclimb next spring. Watch the Calendar for more info.



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Fox and Hounds Tour

August 23

Acura NSX as the “fox” car while I navigated.

We had a BLAST!

words by Tom Hazen, photos by Dave Meek

The tour included a fine mix of old and new cars, and old and new faces. Twenty-seven cars participated in all.

a Viper, an MR2 Spyder, a Lancer Evo 8, and a Saturn sedan.

Dave Kral was kind enough to drive his



Some of the Hounds



Lotus and Triumph came well-represented, with four and eight cars, respectively.

There were three Healeys at this event sponsored by the Minnesota Austin-Healey Club. Morgan, Jaguar, Porsche, MG, MINI, and Alfa also showed up, and we even had



The Fox

The ESCAPE TO WISCONSIN

Road Rally

Saturday, September 27th - Stockholm, WI



An easy Monte Carlo style rally using the excellent all paved sports car roads of Pierce, Pepin, and Buffalo Counties. Easy to follow instructions and timing at its most straightforward make this an excellent choice for people new to rallying with roads and scenery interesting enough to keep experienced rallyists entertained.

We'll go to Tell and back with a stop at Modena on the way.

Registration: 10:00am to 10:45am First Car Out: 11:01pm

Meet at: Bogus Creek Cafe & Bakery. Co Rd J in downtown Stockholm (1/2 block from WI 35)
Ends at the Pickle Factory in Pepin.

Cost: \$10/car Alfa club members, \$15/car all others.

Rallymasters: Rolf Strand (763) 535-7828 [rlstrand@pclink.com]
and Ed Solstad (612) 822-0569 [esolstad@presenter.com]

Please RSVP to Rolf or Ed by Thursday, September 25th

Presented by the Stella del Nord Chapter of the Alfa Romeo Owners Club

INTERMARQUE CALENDAR

INTERMARQUE SHOWS & EVENTS

FEBRUARY 22, 2004

All British Swap Meet & Auto Jumble Wheaton, IL. Hosted by Chicagoland MG Club and the Chicago area British Car Union. Two buildings, 100 vendors, and over 900 visitors. Free parking and \$5/person admission. Info: chicagolandmgclub.com/swapmeet/

JUNE 4 - 6

Rendezvous 2004 Winnipeg, Manitoba

RECURRING INTERMARQUE EVENTS

InterMarque Informal Car Show Every Sunday, April 13 through October, 5:00 - 7:00 p.m. Toby's in Oakdale. Come on out and bring your: MG, Triumph, Mini, Citroën, Jensen, Jaguar, Morgan, Alfa, Austin, Delorean, Mercedes, TVR, Riley, Ferrari, Bentley, Rolls Royce, Land Rover, VW, Fiat, Lotus, Alvis, etc. Located on Century Avenue off I-94 east of St. Paul.

Test Days Second Saturday of the month through October. Minnesota Highway Safety Center near St. Cloud. Get a taste of driving a road course, improve your driving skills or test your sports car. Entrants need a helmet and seat belt, plus a rollbar for open cars. You don't have to be a racer to enjoy the fun. Instruction is available for newcomers. Info: Bill Groschen 952-746-8880 or www.vscr.org.

INTERMARQUE RACES, RALLIES, & TOURS

SEPTEMBER 19 - 21

Elkhart Lake Fall Vintage Races Road America, Elkhart Lake, WI. Not as crowded as July's Brian Redman International Challenge and the weather is usually better also. The 20th running of this event will include a SALUTE TO THE LOTUS MARQUE. As part of the Lotus salute, there will be an all Lotus feature race on Sunday. This should be a great event at an outstanding track. All Lotus aficionados should register, and those who like trying to beat Lotus cars should sign up to race! Several intermarque convoys are planned so you can go to the event with others on your own schedule, on your own favorite route, and/or at your own preferred speed. Info: www.vscda.org and www.roadamerica.com.

SEPTEMBER 19 - 22

"Last Hurrah" Challenge Tour Leaves the Twin Cities on Friday for Ashland, WI. Then there will be a counterclockwise circumnavigation of our inland ocean. Organizer Ken Smith says that the tour will be conducted at Jaguar speeds and that space is limited. For the former, we recommend a super-charger on your TC; for the latter, contact Ken at 952-220-0850.

SEPTEMBER 27

Escape to Wisconsin Road Rally Stockholm to Pepin, WI Registration 10:00 to 10:45 a.m. First car out at 11:01. Meet at the Bogus Creek Cafe and Bakery on Cty Rd J in Stockholm, a half block off WI 35. Rally ends at the Pickle Factory in Pepin. This is an easy Monte Carlo rally. See the flier on page 10. Hosted by Stella del Nord Alfa Club. Info: Rolf Strand 763-535-7828 rlstrand@pmlink.com or Ed Solstad 612-822-0569 esolstad@presenter.com

OCTOBER 4

Minnesota MG Group/Austin-Healey Club Fall Colour Tour 9:00 a.m., Machine Shed Restaurant, Woodbury, MN (just north of I-94 at Radio Drive exit). The tour will go through St. Croix and Polk Counties, WI and up to Turtle Lake. Lunch will be at Adventures Restaurant in Osceola. A 90-minute train tour leaves the Depot at 2:30 p.m. Regular fare is \$14 but, if enough people pre-register, it will be only \$11. Contacts: Greg or Nancy Lauser, MAHC, 715-262-9813, glouser@presenter.com or Dawn Williams, MMGG, 612-363-5990, WilliamsD@puc-mn.org

OCTOBER 11

Minnesota Triumphs Fall Colour Tour The Minnesota Triumphs calendar says, "God help us because this event is being hosted by the quiet and insecure O'Brien brothers. Wayne Glossner and Ron Rudamen have volunteered to work with the O'Briens to try to keep the event from erupting into something that will make Mardi Gras look like a high tea." If you think this is your cup of tea (pun intended), contact one of the O'Briens at 715-386-5134 (Chris), 715-386-2013 (Patrick), or 715-386-6609 (Sean). Good luck.

OCTOBER 12

Minnesota Jaguar Fall Colour Tour North Oaks, MN. Info: Ron Nordwall 651-483-6195

OCTOBER 18

Minnesota MG T Register Fall Colour Tour Deetails later. Info: www.mmmgtr.com

OCTOBER 17 - 19

Mid Ohio Can't end your race season yet? Try this new event. Two and three day race entries are

available, with the early bird discount applying through September 22. Info: www.uscda.org

JULY 23 & 24, 2004

Rally in the Valley Paradise Shores, WI Hosted by Minnesota MG Group and Chicagoland MG Club. Call NOW to make reservations at Paradise Shores (1-800-657-4512). Info: Steve or Diane Rindt 715-832-8316 or sdrindt@msn.com or chicagolandmgclub.com/guests/ritv/ritv2003.html

MARQUE NATIONALS & UPPER MIDWEST REGIONALS

OCTOBER 6-11

National Z-Car Convention Nashua, NH Info: www.zccne.addr.com

OCTOBER 11-14

Out of the Woodwork 2003 Round Valley Recreational Area, New Jersey. TVR Car Club North America. Info: clubs.bemmings.com/tvr/ or Jeffrey Loss jloss@earthblink.net or 703-758-4938

JUNE 18-20, 2004

Citroen Rendezvous Saratoga Springs, NY. Info: members.aol.com/citq/

JUNE 20-25

Austin-Healey Conclave San Antonio, TX Info: Bonnie Ayer 210-340-0377, Edie Lowery 281-469-2610, or Anne Johnson 713-664-6445

JUNE 24 - 27

North American MGB Register Convention Parsippany, NJ Hosted by MG Car Club of Central Jersey. Info: Bob Cherzen rcherzen@optonline.net or www.mg2004.com

JULY 14 - 18

Vintage Triumph Register National Convention Richmond, VA. Info: www.vtr.org

JULY 20 - AUG 18

Rolls-Royce Centennial World Tour Baltimore, MD to Monterey, CA. Hosted by the Rolls-Royce Owners Club. Celebrates "the Meeting" of Charles Rolls and Henry Royce on May 4, 1904. Info: Peter Lind (707-967-8202 or bonpete@earthblink.net) or www.rroc.org/worldtour

SOMETIME, 2006

All MG Convention Location: TBD. Dates: TBD. Once every five years all of the national MG clubs (aka registers) hold their national conventions together. The last of these meets was held in St. Paul in 2001. The MG Council of North America wants your input on location, types of events, etc. Rick Ingram, chief muckymuck of the combined MG groups' group, can be reached at P.O. Box 588, St. Joseph, IL 61873 or mowog1@aol.com. (Note: Triumph drivers need not write and suggest that the meet be held in Budapest. The MG people assure us that they already know what to do with Triumph ideas.)

REGULAR CLUB EVENTS

British Iron Society Informal gathering, every Saturday morning at Courtyard Cafe, 3105 North Broadway, Fargo, ND. Info: Don Carlson 701-293-6882

Lotus Owners of the North (LOON) Informal gathering, third Sunday of the month, 5:00 p.m. at Billabongs. Info: Terry Pitts 651-450-0921 tlp50@earthblink.net

Minnesota Austin-Healey Club Pie With the President, first Wednesday of the month, 7:00 p.m. Bakers' Square, Highland Village, St. Paul. Info: Tom Hazen 612-237-1883 tom_bazzen@adp.com or www.mnbealey.com

Minnesota MG T Register MG Luncheons, every Tuesday, 11:15 a.m. American Legion, 6501 Portland Avenue, Richfield. Info: Bob Figenskau 952-935-7909 or www.mnmgr.com

Minnesota SAAB Club Monthly Meeting, first Thursday of the month, 7:30 p.m., the Ground Round at the Har-Mar Mall in Roseville. Info: Chris Luick 507-252-1888 or www.mnsaabclub.org

Minnesota Triumphs Monthly Meeting, second Thursday of the month (except Nov. & Dec.), 7:00 p.m., Fort Snelling Officers Club. Info: Bob Lee 715-425-2580 or clubs.bemmings.com/mntriumphs/

The Regulars, twin cities vintage scooter club Semi-monthly gathering (weather permitting). First and third Sunday of the month, 2:00 p.m., Pizza Luce, Lyndale and 32nd in Minneapolis. Info: www.minnescoota.com

Stella del Nord chapter Alfa Romeo Owners Club Monthly Gathering, second Monday of the month, 7:00 p.m. Various locations. Info: Ed Solstad 612-822-0569 or esolstad@presenter.com.

Twin Cities VW Club Monthly meeting, first Wednesday of the month, 7:00 p.m., West Side VW. Meeting usually lasts 30 to 45 minutes and attendees gather afterward at TGI Fridays on I-394. Info: www.twincitiesvwclub.com